



CWCC

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CONGRESS ADJOURNS FOR SUMMER RECESS

August 3, 2015

Congress has begun its 40 day Summer Recess after the House and Senate ended their showdown with competing legislation to renew/extend the Nation's Highway Trust Fund. Upon returning to Washington in September, Congress will turn its attention to raising the debt ceiling, international tax code revisions, expiration of tax breaks, long term Highway Trust Fund bill and funding federal agencies. The Fall will be busy for Congress and it is imperative that we get the Coalition's legislative priorities in front of our Congressional representatives.

Now that House and Senate members are back home in their districts Coalition members need to contact their Senators and Representatives and advocate for a Continuing Resolution! If possible you should meet with them in person. Take this opportunity to urge them to oppose the drastic cuts proposed for the Clean Water and Drinking Water funding programs and remind them that the Clean Water construction program was once funded at \$4.8 billion in the 1970's. Through the years, the program has already been severely cut back to its current level. The Nation's investment needs in clean water and drinking water infrastructure continue to increase due to the decreased funding levels for these job producing, environmental programs.

The CWCC's focus is (1) FY16 appropriations bills – support for a year-long Continuing Resolution at federal FY15 levels which are much higher than those proposed for FY16, the Clean Water and Safe Drinking Water SRFS are good examples; and (2) enactment of a Clean Water SRF reauthorization bill which the House Transportation and Infrastructure Committee is working on under the leadership of Congresswoman Napolitano and (3) fully fund the Corps of Engineers Civil Works program (the House appropriations bill contains a decrease in spending and the Senate bill proposes a slight increase.

Please review Federal Advocates August Report for more details.

FEDERAL ADVOCATES AUGUST 2015 REPORT

Attached with this communication is the August 2015 Federal Advocates report from Sante Esposito.



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August 2015 Insights

Advocacy Focus

As Congress heads into the August recess the focus of advocacy efforts is as follows: (1) FY16 appropriations bills – support for a year long CR at FY15 levels which are much higher than those proposed for FY16, the Clean Water and Safe Drinking Water SRFS as good examples; (2) enactment of a Clean Water SRF reauthorization bill which the House Transportation and Infrastructure Committee is working on under the leadership of Congresswoman Napolitano; and (3) enactment of a multi-year highway bill to support much-needed jobs.

FY16 House and Senate Interior Appropriations Bill

NOTE: the appropriations process has coming to a grinding halt. A CR is imminent. The timing of consideration and the duration still unknown. We are advocating for as long a CR as possible as the FY15 funding levels are much better than the FY16 proposed levels, the CWSRF being a good example.

House and Senate Appropriations bills are calling for drastic cuts to clean water and drinking water funding. The House bill provides \$1.018B for the Clean Water State Revolving Fund (CWSRF) and \$757M for the Drinking Water State Revolving Fund (DWSRF). The Senate bill provides \$1.047B for the CWSRF and \$776M for the DWSRF.

FY16 House Energy and Water Appropriations Bill

On April 22, the House Committee on Appropriations approved its version of the FY16 Energy and Water Appropriations Bill. To review, the FY16 budget request for the Civil Works program of the Corps of Engineers is \$4,732,000,000, a decrease of \$722,500,000 from FY15. After adjusting for the rescission of \$28,000,000 of prior-year appropriations in the FY15 Act, the budget request represents a reduction from FY15 of \$750,500,000 (¥14%). Each of the four main project-based accounts would see a sharp decrease under the budget request. The Construction account would see the largest dollar reduction (\$467,489,000) and largest percentage reduction (29%). The Investigations, Mississippi River and Tributaries, and Operation and Maintenance accounts are reduced by 20, 26, and 7 percent, respectively.

FY16 Senate Energy and Water Appropriations Bill

On May 21, the Senate Committee on Appropriations approved its version of the FY16 Energy and Water Development Appropriations Bill, a \$35.4 billion measure that represents a \$1.2 billion increase over the FY15 enacted level and \$668 million below the President's budget.

Army Corps of Engineers – \$5.5 billion, an increase of \$45 million above the FY15 enacted level and \$768 million above the President's budget request. The bill provides \$2.5 billion for navigation projects and studies, including \$1.254 billion in funding from the Harbor Maintenance Trust Fund.

Environmental Cleanup – \$6.0 billion for DOE environmental management activities, \$167 million above the FY15 enacted level, including \$5.2 billion for Defense Environmental Cleanup to continue remediation of sites contaminated by previous nuclear weapons production.

Energy Programs – \$10.5 billion, an increase of \$270 million above the FY15 enacted level and \$1.1 billion below the President's request.

FY16 House Transportation Appropriations Bill

On June 6, the House passed its version of the FY16 Transportation Appropriations bill.

Highways – \$40.25 billion, equal to the fiscal year 2015 level.

Air – \$15.9 for the Federal Aviation Administration – \$159 million above the fiscal year 2015 enacted level and \$40 million above the request.

Rail – The Federal Railroad Administration is funded at \$1.4 billion, a reduction of \$262 million below the fiscal year 2015 enacted level. This includes \$289 million for Amtrak operations – continuing service for all current routes – and \$850 million for capital grants.

Transit – \$10.7 billion for the Federal Transit Administration – \$161 million below the fiscal year 2015 enacted level.

Maritime - \$361 million for the Maritime Administration, \$19.8 million above the fiscal year 2015 enacted level..

Safety – funding for the various transportation safety programs and agencies within the Department of Transportation. This includes \$837 million in total budgetary resources for the National Highway Traffic Safety Administration (NHTSA) – an increase of \$6.5 million over the fiscal year 2015 enacted level – and \$572 million for the Federal Motor Carrier Safety Administration

Grants – funds TIGER grants at \$100 million, \$400 million below the fiscal year 2015 enacted level and \$1.15 billion below the request.

FY16 Senate Transportation Appropriations Bill

On June 25, the Senate Appropriations Committee approved its version of the FY16 Transportation Appropriations Bill.

TIGER Grants – \$500 million, equal to the FY2015 enacted level, for TIGER grants.

Highway Trust Fund – \$40.26 billion, equal to the FY2015 enacted level.

Federal Aviation Administration – \$16 billion in total budgetary resources for the FAA, \$294 million above the FY2015 enacted level and \$175 million above the request.

Federal Railroad Administration – \$1.68 billion, an increase of \$53 million above the FY2015 enacted level. This includes \$289 million for Amtrak operations and continued service for all current routes, and \$1.1 billion for capital grants.

Rail Safety and Research Programs – \$288 million, \$12 million above the FY2015 enacted level for rail safety and research programs, including inspectors and training.

Federal Transit Administration – \$10.5 billion, \$424 million below the FY2015 enacted level.

Maritime Administration – \$373 million, \$32 million above the FY2015 enacted level.

National Highway Traffic Safety Administration – \$825 million.

Federal Motor Carrier Safety Administration – \$572 million.

Pipeline and Hazardous Materials Safety Administration – \$246 million to address safety concerns related to recent pipeline and crude oil by rail accidents

FY16 House and Senate Interior Appropriations Bill

House and Senate Appropriations bills are calling for drastic cuts to clean water and drinking water funding. The House bill provides \$1.018B for the Clean Water State Revolving Fund (CWSRF) and \$757M for the Drinking Water State Revolving Fund (DWSRF). The Senate bill provides \$1.047B for the CWSRF and \$776M for the DWSRF. Given these levels, our focus is to support a continuing resolution so that both SRF's are funded at the higher FY15 levels.

President's FY16 Budget Infrastructure Items

Clean Water and Safe Drinking Water SRF's: reduces the FY15 Clean Water SRF (\$1.448B) by \$332M to \$1.116B and increases the FY15 Safe Drinking Water SRF (\$906M) by \$280M to \$1.186B.

U.S. Army Corps of Engineers: increases \$171M from \$4.56B to \$4.73B, with funding primarily for aquatic ecosystem and inland navigation construction programs.

Department of Transportation: proposes a major increase in funding to \$478B, up from \$302B, and extends the length of the proposed reauthorization from four years to six years.

MAP-21 Reauthorization

In the past twenty-four hours, two significant things occurred that impact passage of a long-term surface transportation reauthorization bill.

The first addresses the immediate problem of the nation's surface transportation program expiring today, July 31. That was addressed and resolved by passage of legislation that extends highway and mass transit funding through Oct. 29. The short-term funding bill would give

lawmakers breathing space to hammer out a more lasting solution for America's crumbling infrastructure.

The House had initially passed legislation extending the program until December 18. While the Senate had taken no action on an extension, its position was that the House duration was too long and would take the pressure off doing a multi-year bill. There was talk of a Senate-supported two month extension until September 30. However, as that would conflict with the anticipated flurry of activity surrounding the FY16 appropriations process, effective October 1, Oct. 29 was settled on as a compromise. Given that, the goal of the House Committee on Transportation and Infrastructure is to have a House-passed multi-year bill by October, leaving the month of October to conference with the Senate. How that would coincide with the tax reform effort that is theoretically to fund the bill is not yet clear.

The second addresses the Senate's passage of a multi-year transportation bill - DRIVE Act - that would authorize \$350 billion in spending on transportation projects over six years, but provide actual funding for only three years. The bill went from six-years of funding to three years when Senate leaders were forced to drop a plan to raise revenue through changes in the federal employees' retirement fund which faced strong opposition. The following outlines the original bill:

THE DRIVE ACT (Developing a Reliable and Innovative Vision for the Economy Act)

Highways:

Core formula programs: reauthorizes the federal aid highway program, maintains formula program structure and increases the amounts each state will receive each fiscal year.

Bridges and large facilities of national importance: increases funding to maintain bridges of national importance and shifts additional revenue towards the Interstate System and the National Highway System.

Freight programs: establishes a formula-based freight program and expands flexibility for both rural and urban areas to designate key freight corridors that match regional goods movement on roads beyond the Primary Highway Freight System.

Major projects: provides funds for major projects of high importance to a community, region, or the nation through a competitive grant program.

User fee for electric vehicles: ensures all users of roads and bridges pay their fair share with a new federal share program initializing new state controlled user fees.

Federal lands and tribal projects program: empowers states to work with the Department of Transportation to develop ways to effectively utilize flexibilities for small projects, with new options to bundle rural road and bridge projects to increase efficiencies and better respond to community needs. The bill also authorizes funds for nationally significant federal lands and tribal transportation projects.

Environmental review process: cuts NEPA red tape and streamlines project delivery while improving collaboration between federal agencies.

Research:

Transportation research: advances education and innovation by requiring at least half of the grants in the Technology and Innovation Development Program to be distributed to outside entities.

Transparency: includes new provisions to improve the transparency of how and where transportation projects are selected and funded.

Transportation Infrastructure Finance and Innovation Act of 1938 Amendments (TIFIA):

TIFIA: updates the TIFIA program and provides state and local governments new options for stretching transportation dollars and increasing efficiency and utilization, and also improves the process whereby a TIFIA loan can be used to capitalize a State Infrastructure Bank, providing increased leverage for small, rural projects that was previously unavailable.

Safety/Regulatory:

Safety and regulatory: makes enhancements for safer highways as well as freight and passenger rail service through implementation of new technologies, new tools for federal safety watchdog agencies, reforming grant programs for states, and transparency that promotes accountability. Railroad Safety – increases safety, improves infrastructure, facilitates the implementation of new technology, and cuts red tape.

Auto Safety – requires the Secretary of Transportation to certify that fundamental auto safety reforms have occurred before any additional funding is authorized and provides new targeted authorities to protect the traveling public, increase consumer awareness, and holds the auto industry accountable for safety violations.

Grants and Project Permitting – provides additional authority to streamline the delivery of infrastructure projects, consolidates state trucking enforcement grants to provide additional flexibility to states, and helps each state address unique safety and multimodal challenges for highways, railroads, ports, airports, and pipelines.

Public Transit:

Public transportation funding: \$2 billion over MAP-21 levels.

Buses: restores more than \$387 million to the Bus and Bus Facilities Program to bring the total program level back up to \$815 million by fiscal year 2021.

Urbanized Area Formula Grants: provides \$862 million.

Rail fixed guideway systems: includes a 7.5 percent increase, or \$162 million, in fiscal year 2016 to allow public transportation agencies with rail fixed guideway systems to continue to address their most pressing state of good repair needs.

Capital Investment Grant program: creates a new, expedited project delivery program for projects seeking minimal federal funding.

Rural areas: \$105 million, including additional funding for Public Transportation on Indian Reservations.

Training: \$4 million annually to address training deficiencies and workforce shortages impacting the public transportation industry.

Procurement methods: encourages innovative procurement methods for the purchase of public transportation vehicles by enabling state purchasing schedules, non-profit cooperative procurement programs, and new leasing options.

Minimum safety standards: grants the Federal Transit Administration the authority to set minimum safety standards to ensure the safe operation of public transportation systems. Value capture financing: permits revenue generated from value capture financing to be counted towards the local share of a project cost.

Federal Permitting:

Federal permits: addresses the permitting process for major capital projects in three ways: better coordination and deadline-setting for permitting decisions; enhanced transparency; and reduced litigation delays.

Via a McConnell substitute amendment, changes (see outline below) were made to the original bill. The changes include the transfer of \$100M in annual funding from the highway program (\$50M from TIFIA and \$50M from the new AMPP program) to the transit program in order to maintain an 80/20 funding split between the two modes.

CHANGES: MCCONNELL #2266 (EDW15730) TO MODIFICATION #1 (EDW15748)

FINANCE DIVISION

1. Technical changes suggested by JCT to Sec. 52101 related to “Consistent basis reporting between estate and person acquiring property from decedent”, Sec. 52105 related to “Return due date modifications”, and Sec. 52104 related to “Additional information on returns relating to mortgage interest.”
2. Redrafted HHF rescission.
3. General Fund transfer provision (Sec. 51201) modified the highway/transit split – highways \$35,800,000,000 and transit 11,315,000,000.
4. Removed fugitive felons, Section 52303.

COMMERCE DIVISION

1. Removed Section 32201 related to minimum insurance standards.
2. Added back line about "prohibition of use of CSA data in court case"
3. Codified the freight savings provision
4. Fixed an incorrect CBO reference that should have been OMB

BANKING DIVISION

1. Recalculated the state minimum allocation under the formula which was included in Section 5338 but was omitted from 5339.
2. \$100 million increase per year in the High Intensity/Fixed Guideway State of Good Repair formula program (see offset under EPW).

EPW DIVISION

1. Conforming changes related to the authorization levels for TIFIA and the freight program. On Page 13, Line 25 and Page 14, Lines 1 and 2, of the original amendment (EDW15730) the numbers are changed as follows: \$40,079,500,000 for FY16, \$41,071,300,000 for FY17, \$42,127,100,000 for FY18, FY19-FY21 stay the same.
2. Split the set-aside for bridges off of the National Highway System and directed 50% of those funds onto bridges that are off the Federal-aid system entirely (i.e., small bridges that would be difficult to fund using only local dollars).
3. Reduced TIFIA by \$50 million and AMP by \$50 million each year (offset for Transit changes)

CHANGES FROM MODIFICATION #1 (EDW15748) TO MOD #2 (EDW15759)

FINANCE DIVISION

1. Removes Section 52301 (Hardest Hit Fund termination).
2. Adjusts General Fund transfer provision.
3. Transfers \$100m per year in 2015, 2016, and 2017 of surplus funds from the LUST trust fund to the Highway Trust Fund.

COMMERCE DIVISION

1. Section 32302: Modifies underlying provision to stipulate that DOT can proceed with non-statutory rulemaking upon a finding of “significant need” vs previous language that stipulated “an imminent and significant safety need”
2. Section 32003: Strikes “analysis of violation information” to ensure U.S. DoT can use the analysis in a safety fitness determination rulemaking
3. Section 31206: Clarifies compliance with FITARA and was requested by HSGAC. Ensures DoT’s Chief Information Officer consults with the Director of the Bureau of Transportation Statistics on the protection of the confidentiality of information.
4. Section 35431: Modifies Real-Time Emergency Response Information as passed by the Senate Commerce Committee to allow local first responders the ability to request advance notice of information regarding the movement of High Hazard Flammable Trains via existing Fusion Centers.
5. New Section in Rail Title (Title 5): To require the Federal Railroad Administration to maintain bridge inspection reports and provide such reports to state and local officials upon request.
6. Clarifies the substitute’s underlying thermal blanket standard to ensure greater protections in the event of a pool fire of retrofitted or new rail tank cars.
7. Strikes an extraneous paragraph no longer needed because of previous edits that were already incorporated in earlier McConnell amendment

EPW DIVISION

1. Reduces the authorization level for the freight program in FY16 from \$1.5B to \$1.0B and in FY17 from \$1.75B to \$1.45B.
2. Reduces the annual authorization level for TIFIA from \$450M to \$300M;
3. Removes the \$26M/year authorization out of the HTF for the Bureau of Transportation Statistics.

BANKING DIVISION

1. Slows the growth of major formula programs in the transit title to an average of 2% in the first year and at CPI annually thereafter with the exception of the Urbanized Area Formula Grants and the Bus and Bus Facilities program, which each receive an additional \$50 million in 2018. Retains significant growth in both the Bus and Bus Facilities Program and the State of Good

Repair Program for fixed guideway systems at 43% and 12% respectively.

MISCELLANEOUS DIVISION

1. Incorporates the provisions of the House-passed version of HR 22, Hire More Heroes (passed the House 412-0 on January 6, 2015) since those provisions would be eliminated by the substitute amendment

More information on the Senate bill will be forthcoming as it becomes available.

President's Transportation Bill (MAP-21 Reauthorization)

To review, on March 30, the Administration unveiled "The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act," or GROW AMERICA Act, a \$478 billion, six year transportation reauthorization proposal that provides increased funding for the nation's highways, bridges, transit, and rail systems. The Administration's proposal is funded by supplementing current revenues from the Highway Trust Fund in combination with a 14 percent transition tax on up to \$2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas. This is intended to prevent Trust Fund insolvency for six years and increase investments to meet national economic goals. Highlights of the proposal are:

\$317 billion for the highways. The proposal increases highway funds by an average of about 29 percent above FY 2015 enacted levels.

\$115 billion for transit. The proposal increases average transit spending by 76 percent above FY 2015 enacted levels.

Tools and resources for regional coordination and local decision-making. The proposal includes policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs).

Tools for dangerous vehicle and tire defects. The proposal gives NHTSA the authority to issue imminent hazard orders requiring vehicle manufacturers to immediately take action to alleviate harm in cases where there is an imminent risk of injury or death.

\$18 billion for a multi-modal freight program. The proposal provides \$18 billion over six years to establish a new multimodal freight grant program.

\$28.6 billion for rail investments. The proposal includes \$28.6 billion over six years for high performance and passenger rail programs.

Competitive funding to spur innovation. The proposal provides \$7.5 billion over six years for the TIGER competitive grant program and \$6 billion for a new competitive grant program called Fixing and Accelerating Surface Transportation (or "FAST").

Project delivery and the Federal permitting and regulatory review process. The proposal builds on recent efforts to expedite project approval timelines.

Cost effective investments. The proposal provides performance incentives to maintain safety and conditions of good repair and expand research and technology activities.

\$6 billion to attract *private investment in transportation infrastructure*. The proposal provides \$6 billion in TIFIA funding over six years

Bill Tracking

Note: some of the following bills lack a subject summary. That is because the internal Hill bill information system has still not “caught up” with the number of bills introduced. It will. Also, some of the following bills may drop off the tracking list depending upon what is learned about their subject matter.

H.R.935, To establish a National Freight Network Trust Fund to improve the performance of the national freight network, and for other purposes.

Introduced on Feb. 12 by Congresswoman Janice Hahn (D-CA-44) with 11 (now 18) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. Last Congress: On July 14, Congresswoman Janice Hahn (D-CA), Co-Chair of the Congressional Ports Caucus, introduced H.R. 5101, the “National Freight Network Trust Fund Act of 2014”. The legislation (with 39 cosponsors) calls for transferring five percent of all import duties collected by U.S. Customs and Border Protection (calculated to be about \$1.9B annually) into a new freight trust fund. Her goal is to use this bill to continue the freight funding discussion as the House Transportation and Infrastructure Committee starts to draft its MAP-21 reauthorization bill. Hahn's bill: operates as a competitive grant program in which the U.S. Secretary of Transportation makes the selections; requires a federal project cost share of 90 percent; names ports, states, and local and regional transportation bodies as eligible entities; names state freight plan projects and state transportation plan projects as eligible; specifies that funds can be used for connectors, regional freight projects, cross-border projects, on dock rail, and intermodal freight facility projects; and, requires state freight plans be updated every five years.

Status Update: no change since the last report.

H.R.2716, Transportation Empowerment Act

Introduced on June 10 by Congressman Ron DeSantis (R-FL-6) with 9 (now 33) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Ways and Means, Budget and Rules.

Status Update: twenty-one additional cosponsors added since the last report.

S.1544, A bill to rescind unused earmarks provided for the Department of Transportation, and for other purposes.

Introduced on June 10 by Senator Jeff Flake (R-AZ) with no (now 2) cosponsors. The bill was referred to the Committee on Appropriations.

Status Update: one additional cosponsor added since the last report.

H.R.198, the “MOVE Freight Act of 2015”

Introduced on January 7 by Congressman Albio Sires (D-NJ-8) with no (now 4) cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. The Multimodal Opportunities Via Enhanced Freight Act of 2015 or “MOVE Freight Act of 2015” defines the "national freight network" as a network composed of highways, railways, navigable waterways, seaports, airports, freight intermodal connectors, and aerotropolis transportation systems most critical to the multimodal movement of freight; revises requirements for establishment and designation of a national freight network; directs the Secretary of Transportation (DOT) to establish a national freight network for efficient movement of freight on highways (as currently), railways, and navigable waterways, as well as into and out of inland ports, seaports, and airports; recharacterizes the primary freight network as multimodal, including critical rail corridors, critical intermodal connections, and critical inland port, seaport, and airport infrastructure; directs the Secretary to require (currently, encourage) states to develop state freight plans for immediate and long-range planning activities and investments with respect to freight. Requires states to coordinate with neighboring states to ensure multistate network continuity and connectivity; directs the Secretary to establish a competitive grant program for capital investment projects that improve the efficiency of the national transportation system to move freight; limits the federal share of project net capital costs to 80%; and, requires a grant recipient to submit to the Secretary: (1) a project management plan and an annual financial plan for a project with a total cost of \$500 million or more, or (2) an annual financial plan for a project with a total cost of \$100 million or more.

Status Update: no change since the last report.

S.1732, Comprehensive Transportation and Consumer Protection Act of 2015

Introduced on July 9 by Senator John Thune (R-SD) with two cosponsors. The bill was referred to the Committee on Commerce, Science, and Transportation and was ordered to be reported.

Status Update: bill added since the last report.

H.R.2353, Highway and Transportation Funding Act of 2015

Introduced on May 15 by Congressman Bill Shuster (R-PA-9) with one cosponsor. Directs the Secretary of Transportation to reduce the amount apportioned for a surface transportation program, project, or activity for FY2015 by amounts apportioned or allocated under the Highway and Transportation Funding Act of 2014 for the period from October 1, 2014, through May 31, 2015. Amends the Highway and Transportation Funding Act of 2014 to continue from October 1, 2014, through July 31, 2015, and authorizes appropriations through that period for, specified federal-aid highway programs under: the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Act of 2008, SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21), the National Highway System Designation Act of 1995, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other specified law. Subjects funding for such programs generally to the same manner of distribution, administration, limitation, and availability for obligation, but at a specified pro rata of the total amount, as funds authorized for appropriation out of the Highway Trust Fund (HTF) for such programs and activities for FY2014. Amends the Moving Ahead for Progress in the 21st Century

Act (MAP-21) to authorize appropriations out of the general fund of the Treasury for the Tribal High Priority Projects program for the same period.

Prescribes an obligation ceiling of \$33,528,284,932 for federal-aid highway and highway safety construction programs for the same period. Authorizes appropriations from the HTF (other than the Mass Transit Account) for administrative expenses of the federal-aid highway program for the same period. Extends for the same period the authorization of appropriations for National Highway Traffic Safety Administration (NHTSA) safety programs, including: highway safety research and development, national priority safety programs, the National Driver Register, the High Visibility Enforcement Program, and NHTSA administrative expenses. Amends SAFETEA-LU to extend for the same period high-visibility traffic safety law enforcement campaigns under the High Visibility Enforcement Program. Sets aside a specified amount of the total apportionment to states for highway safety programs for a cooperative program to research and evaluate priority highway safety countermeasures for the same period. Extends for the same period the authorization of appropriations for Federal Motor Carrier Safety Administration (FMCSA) programs, including: motor carrier safety grants, FMCSA administrative expenses, commercial driver's license program improvement grants, border enforcement grants, performance and registration information system management grants, commercial vehicle information systems and networks deployment grants, safety data improvement grants, a set-aside for high priority activities that improve commercial motor vehicle safety and compliance with commercial motor vehicle safety regulations, a set-aside for new entrant motor carrier audit grants, FMCSA outreach and education, and the commercial motor vehicle operators grant program. Amends the Dingell-Johnson Sport Fish Restoration Act to continue, for the same period, the authorized distribution of funds for coastal wetlands, recreational boating safety, projects under the Clean Vessel Act of 19921, boating infrastructure projects, and the National Outreach and Communications Program. Extends for the same period the apportionment of nonurbanized (rural) area formula grants for competitive grants and formula grants for public transportation on Indian reservations. Extends the apportionment of urbanized area formula grants for passenger ferry projects for the same period. Extends for the same period the authorization of appropriations from the HTF Mass Transit Account for: formula grants for public transportation, including allocations for specified projects; research, development demonstration, and deployment projects; the transit cooperative research program; technical assistance and standards development grants; human resources and training grants; capital investment grants; and administrative expenses. Allocates, for the same period, certain amounts to states and territories for formula bus and bus facilities grants. Authorizes appropriations for the same period for hazardous materials (hazmat) transportation safety projects. Authorizes the Secretary to make certain expenditures, including an amount for hazmat training grants, from the Hazardous Materials Emergency Preparedness Fund for the same period. Amends the Internal Revenue Code to extend through July 31, 2015, the authority for expenditures from: (1) the HTF Highway and Mass Transit Accounts, (2) the Sport Fish Restoration and Boating Trust Fund, and (3) the Leaking Underground Storage Tank Trust Fund.

Status Update: bill became law (PL 114-21) since the last report.

H.R.2410, To authorize highway infrastructure and safety, transit, motor carrier, rail, and other surface transportation programs, and for other purposes.

Introduced on May 19 by Congressman Peter DeFazio (D-OR-4) with 23 (now 53) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, the Budget, and Rules. Prescribes requirements for environmental

reviews with respect to state and federal agency engagement, obstruction of navigation, historic sites, categorical exclusion of multimodal projects from environmental review, and creation in the Department of Transportation (DOT) of an Interagency Infrastructure Permitting Improvement Center.

Directs DOT to establish a multimodal freight incentive grant program and a National Freight Infrastructure Program. Redesignates the Dwight D. Eisenhower System of Interstate and Defense Highways as the National Highway System and the National Freight Network. Requires the federal long-range transportation plan to include a transportation system resilience assessment. Prescribes criteria for high performing metropolitan planning organizations (MPOs) representing urbanized areas with populations of over 200,000. Removes the congestion management process from the transportation planning process for MPOs. Directs DOT to establish a pilot program for up to 10 MPOs to improve multimodal connectivity and increase connections for disadvantaged Americans and neighborhoods with limited transportation options. Revises requirements with respect to congestion mitigation and air quality improvement, including electric vehicle charging stations and commercial motor vehicle anti-idling facilities in rest areas along the Interstate System. Establishes in DOT: a discretionary TIGER Infrastructure Grant Program for various transportation projects; and a discretionary FAST Grant Program to reform the way surface transportation investments and decisions are made, implemented, and funded to achieve national transportation outcomes. Revises requirements for the funding of railroad rehabilitation and improvement financing, the state infrastructure bank program, toll roads, bridges, tunnels, and ferries. Establishes within DOT the position of Assistant Secretary for Innovative Finance. Reauthorizes the federal-aid highway and related programs through FY2021, including revised obligation limitation and apportionment requirements. Directs DOT to: establish a nationally significant federal lands and tribal projects program to fund construction, reconstruction, or rehabilitation of nationally significant federal lands and tribal transportation projects; carry out a broadband infrastructure deployment initiative; create a program to make critical and immediate improvements to infrastructure and highway safety; set-aside specified funds for states for highway safety data improvement activities on public roads; and create and maintain data sets and data analysis tools to assist MPOs, states, and the DOT in carrying out performance management analyses. Federal *Public Transportation Act of 2015* Revises fixed guideway capital investment grants requirements. Authorizes grants to state and local governments for very small starts projects. Revises requirements for formula grants for enhanced mobility and for rural areas, workforce development programs, and the public transportation safety program. Requires recipients of transportation assistance to meet certain standards for hiring locally. Reauthorizes specified public transportation assistance programs through FY2021. Authorizes DOT to make competitive grants to state and local governmental entities for bus rapid transit projects. Authorizes appropriations for specified highway safety programs through FY2021, and revises related requirements. Revises criteria for state graduated driver licensing incentive grants. Adds a 24-7 sobriety program to criteria for state repeat offender and open container laws. Authorizes specified amounts of grant funds to states for distracted driving enforcement. Authorizes appropriations for specified motor vehicle safety programs through FY2021, and increases penalties for safety violations. Revises certain reporting requirements for tire manufacturers. Requires DOT to conduct a pilot grant program to evaluate the feasibility and effectiveness for a state process for informing consumers of open motor vehicle recalls at the time of motor vehicle registration. Revises specified requirements for commercial motor vehicle and commercial driver safety. Requires disqualification to operate a commercial motor vehicle for anyone who fails to pay an assessed civil penalty for a motor vehicle safety violation. Revises certain medical and registration requirements for commercial motor vehicle operators. Revises requirements for the Motor Carrier Safety Assistance Program. Directs DOT to administer a High Priority Program, an innovative technology deployment grant program, and a Commercial Motor Vehicle Operators Grant Program. Authorizes DOT to

establish:

a motor carrier safety facility working capital fund, and a financial assistance program for commercial driver's license program implementation. Directs DOT to maintain for the Federal Motor Carrier Safety Administration a motor carrier safety advisory committee. Revises requirements for the Unified Carrier Registration System plan. Repeals the authorization for self-insurance by motor carriers. Prescribes notice requirements relating to decisions that electronic logging devices fail to comply with standards. Authorizes DOT to issue regulations: governing contractors that exercise control over motor carrier operations; and requiring motor vehicle employers to track and compensate employees for on-duty, not-driving time. Authorizes DOT, with respect to unsafe conditions or practices in the transportation of hazardous materials (hazmat transportation), to order necessary: operational controls, restrictions, and prohibitions without prior notice or an opportunity for a hearing; and removal, remediation, or disposal of hazardous materials causing unreasonable risk of death, personal injury, or significant harm to the property or the environment. Authorizes DOT to collect reasonable fees for the administration of the special permits and approvals for deposit into a Hazardous Materials Approvals and Permits Fund. Revises requirements for planning and training grants under the Emergency Planning and Community Right-To-Know Act of 1986. Reauthorizes the program for regulating hazmat transportation through FY2021. Amends the Internal Revenue Code to extend through FY2023 specified highway-related taxes as well as requirements for expenditures from the Sport Fish Restoration and Boating Trust Fund. Replaces the Highway Trust Fund with a Transportation Trust Fund, and authorizes appropriations to it through FY2021. Directs DOT to establish and support a National Cooperative Freight Transportation Research Program and a Priority Multimodal Research Program. Revises the competitive selection process for the university transportation centers consortia program. Requires the Director of the Bureau of Transportation Statistics (BTS) to create data sets and data analysis tools for intermodal transportation data. Establishes in the BTS a National Transportation Library. Authorizes the BTS Director to establish a Port Performance Statistics Program to provide nationally consistent measures of performance of the nation's maritime ports. Revises requirements for the intelligent transportation system (ITS) program. Includes as an ITS program goal the development and deployment of automated vehicles in all modes of surface transportation. Prescribes requirements for the use of funds to develop ITS infrastructure, equipment, and *systems*. *Rail for America Act* Directs DOT to facilitate by financial assistance the establishment of a National High-Performance Rail System of integrated passenger and freight rail services, including a Current Passenger Rail Service Program and a Rail Service Improvement Program. Authorizes appropriations through FY2021 for the System and for the planning, development, construction, and implementation of rail corridors and related infrastructure improvements. Requires Amtrak to submit to the Secretary draft 5-year business line plans and draft 5-year capital asset plans. Authorizes DOT to establish Regional Rail Development Authorities, including a Regional Committee, to facilitate the development of multi-state high-performance rail services, and to coordinate these investments with other rail, transit, highway, and aviation system services. Prescribes requirements for the standardization of passenger equipment and level-entry boarding platforms. Directs DOT to: evaluate the shared-use of right-of-way by passenger and freight rail systems and the operational, institutional, and legal structures that would best support improvements to both of these systems; and conduct a nationwide disparity and availability study to establish the availability and utilization of small business concerns owned and controlled by socially and economically disadvantaged individuals in publicly funded railroad projects. Requires DOT to complete a National Rail Development Plan meeting certain criteria, and facilitate development of Regional Rail Development Plans. Authorizes DOT to prescribe regulations or issue orders to require host railroads for joint operations that occur within a small geographic area to develop unified rules governing all operations within that area. Revises or prescribes requirements relating to positive train control, hours of service, maximum employee duty hours, safety appliances, locomotive inspections, noise emission standards, and damaged

track inspection equipment. Authorizes federal agency heads to construct, install, operate, and maintain electric charging infrastructure for official agency vehicles.

Status Update: eighteen additional cosponsors added since the last report.

S.206, Local Transportation Infrastructure Act

Introduced on January 21 by Senator Kelly Ayotte (D-NH) with no cosponsors. The bill was referred to the Committee on Commerce, Science and Transportation. The bill revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.

Status Update: no change since the last report.

H.R.652, State Transportation and Infrastructure Financing Innovation Act (STIFIA)

Introduced on February 3 by Congressman Richard Hanna (R-NY-22) with 3 cosponsors. The bill was referred to the Subcommittee on Highways and Transit of the Transportation and Infrastructure Committee. The bill revises and reauthorizes the state infrastructure bank program for FY2016-FY2020.

Status Update: no change since the last report.

H.R.413, Partnership to Build America Act of 2015

Introduced on January 21 by Congressman John Delaney (D-MD-6) with 34 (now 41) cosponsors. The bill was referred to the Committees on Ways and Means and Transportation and Infrastructure. The bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). Authorizes AIF also to make equity investments in QIPs. Directs the Secretary of the Treasury, acting through the AIF, to issue American Infrastructure Bonds with an aggregate face value of \$50 billion. Requires proceeds from the sale of the bonds to be deposited into the AIF. Amends the Internal Revenue Code to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased. Prohibits allowance of a foreign tax credit to the excluded portion of any dividend received by a U.S. corporation. Prohibits also the allowance of a deduction for expenses related to that excludable portion.

Status Update: no change since the last report.

H.R.625, Infrastructure 2.0 Act

Introduced on January 30 by Congressman John Delaney (D-MD-6) with 4 (now 21) cosponsors. The bill was referred to the Committees on Rules, Ways and Means and Transportation and Infrastructure. Amends the Internal Revenue Code, with respect to the taxation of earnings and

profits of a deferred foreign income corporation, to: (1) make such earnings and profit subject to taxation in the last taxable year that ends before the enactment of this Act; (2) reduce the rate of tax on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow such corporations to elect to pay such tax in eight installments. Establishes the American Infrastructure Fund to provide assistance to states, local governments, and other public and private entities for investment in public infrastructure projects. Appropriates tax revenues from this Act to the Highway Trust Fund. Establishes the Highway Trust Fund Solvency Commission to submit recommendations and proposed legislation for achieving long-term solvency of the Highway Trust Fund. Sets forth congressional procedures for the expedited consideration of a bill containing such legislation. Directs the Secretary of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects. Establishes a deadline of 18 months after the enactment of this Act for the enactment of legislation that reforms the international tax system by eliminating the incentive to hold earnings in low-tax jurisdictions. Imposes a tax on repatriated offshore corporate earnings upon the expiration of the deadline. Sets forth provisions for the reform of the international tax system (to be effective if reform legislation is not enacted by the 18-month deadline established by this Act), including provisions relating to subpart F income and insurance income, gains and losses from the sale or exchange of stock in controlled foreign corporations, limitations on the foreign tax credit, and the tax treatment of previously deferred foreign income.

Status Update: one additional cosponsor added since the last report.

H.R.211, REBUILD Act

Introduced on January 8 by Congressman Ken Calvert (R-CA-42) with no cosponsors. The bill was referred to the House Committee on Natural Resources. This bill amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities. Each responsible federal official who is authorized to assign such responsibility must promulgate regulations that establish requirements relating to information required to be contained in state applications to assume those responsibilities. An official may approve an application only if: (1) public notice requirements have been met, (2) the state has the capability to assume the responsibilities, and (3) the head of the state agency having primary jurisdiction over covered projects enters into a written agreement with an official to assume the responsibilities and to maintain the financial resources necessary to carry them out. The officials must audit state compliance with federal laws for which responsibilities are assumed. The officials may terminate the responsibilities assigned to states after providing notice to states of any noncompliance and an opportunity to take corrective action.

Status Update: no change since the last report.

S.268, Rebuild America Act of 2015

Introduced on January 27 by Senator Bernard Sanders (I-VT) with one cosponsor. The bill was referred to the Committee on Banking, Housing, and Urban Affairs. Reduces the non-federal share of the cost of any activity funded by this Act by 50% of what it was before enactment of this Act. Appropriates funds for FY2015-FY2022 to the Highway Trust Fund to improve roads, bridges, and other U.S. transportation infrastructure. Appropriates funds for FY2015-FY2019:

(1) for intercity high-speed rail service, (2) to provide credit assistance for surface transportation projects of national and regional significance, (3) to implement airport improvement and noise compatibility projects at public-use airports, (4) to the Federal Aviation Administration to accelerate deployment of satellite technology to improve airport safety and capacity, and (5) for the TIGER Discretionary Grant Program. Appropriates funds for FY2015-FY2019 for water infrastructure, including to: (1) the Environmental Protection Agency for capitalization grants to states to establish water pollution control revolving funds and drinking water treatment revolving loan funds and for loans for large water infrastructure projects that are ineligible for funding from a state revolving loan fund; (2) the Federal Emergency Management Agency to carry out the pre-disaster hazard mitigation program for minor localized flood reduction projects and major flood risk reduction projects; and (3) the Army Corps of Engineers for inland waterways projects, coastal harbors and channels, inland harbors, and dams and levees. Appropriates funds for FY2015-FY2019 for the National Park Service. Appropriates funds for FY2015-FY2019 for the Broadband Initiatives Program, the Broadband Technology Opportunities Program, and the Department of Energy to modernize the electric grid. Establishes the National Infrastructure Development Bank as a wholly owned government corporation. Makes the Bank's Board of Directors responsible for monitoring and overseeing energy, environmental, telecommunications, data, or transportation infrastructure projects. Authorizes the Board to: make senior and subordinated loans and purchase senior and subordinated debt securities; issue and sell debt securities of the Bank; issue public benefit bonds and provide direct subsidies to infrastructure projects from the proceeds; make loan guarantees; borrow on the global capital market and lend to regional, state, and local entities, and commercial banks, to fund infrastructure projects; and purchase, pool, and sell infrastructure-related loans and securities on the global capital market. Requires the Board to establish: (1) an Executive Committee, a Risk Management Committee, and an Audit Committee; and (2) criteria for determining eligibility for financial assistance from the Bank and disclosure and application procedures for entities to nominate projects for such assistance. Requires the Bank to conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance. Sets forth criteria to be considered by the Board in determining the eligibility of transportation, environmental, energy, and telecommunications infrastructure projects for assistance. Exempts all bonds issued by the Bank from state or local government taxation. Deems all debt securities and other obligations issued by the Bank to be exempt securities within the meaning of laws administered by the Securities and Exchange Commission. Sets forth requirements regarding compliance of financed infrastructure projects with prevailing wage rate, domestic content, and buy American statutes. Authorizes appropriations for the capitalization of the Bank.

Status Update: no change since the last report.

H.R.1308, Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act

Introduced on March 4 by Congressman Alan Lowenthal (D-CA-47) with 3 (now 15) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. The bill directs the Secretary of Transportation to: (1) establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; (2) establish a multimodal national freight network to accomplish the goals of the national freight policy, including increasing the productivity and efficiency of the national freight system and improving its safety, security, and resilience; (3) develop, maintain, and post on the public website of the Department

of Transportation a national freight strategic plan that includes an assessment of the condition and performance of the national freight system; and (4) develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. Amends the Moving Ahead for Progress in the 21st Century Act (or MAP-21) to: (1) expand the membership and duties of state freight advisory committees; and (2) require state freight plans to include strategies and goals to decrease greenhouse gas emissions, local air pollution, water runoff, and wildlife habitat loss. Amends the Internal Revenue Code to: (1) impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer with a gross vehicle weight of 26,000 pounds or more), and (2) deposit such tax revenues into a Freight Trust Fund (established by this Act) to finance the Multimodal Freight Program.

Status Update: three additional cosponsors added since the last report.

H.R.1330, American-Made Energy and Infrastructure Jobs Act

Introduced on March 4 by Congressman Steve Stivers (R-OH-15) with one cosponsor. The bill was referred to the Committees on Natural Resources, Ways and Means, Energy and Commerce and Transportation and Infrastructure. Directs the Secretary to collect non-refundable fees from the operators of facilities subject to inspection under this Act. Establishes in the Treasury the Ocean Energy Enforcement Fund as depository for oil and gas leasing fees. Redefines the OCS to include all submerged lands lying within the U.S. exclusive economic zone and the Continental Shelf adjacent to any U.S. territory. Authorizes the Secretary of the Treasury, with the President's approval, to: (1) borrow for highway and transportation project expenditures and for water infrastructure expenditures, and (2) issue interest-bearing infrastructure revenue bonds for the amounts borrowed. Amends the Internal Revenue Code to appropriate to the Highway Trust Fund 95% of any proceeds from the issuance of such infrastructure revenue bonds. Makes available to the Administrator of the Environmental Protection Agency for making capitalization grants to eligible states: (1) 2.5% of infrastructure revenue bond proceeds for grants under the Federal Water Pollution Control Act, and (2) 2.5% of such proceeds for grants under Safe Drinking Water Act.

Status Update: no change since the last report.

H.R.278, Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size Act of 2015 or TIGER CUBS Act

Introduced on January 12 by Congressman Rick Larsen (D-WA-2) with one cosponsor. The bill was referred to the Committees on Appropriations and Budget. The bill provides \$500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000. The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. This funding is only available if the President designates the amounts as an emergency and submits the designation to Congress.

Status Update: no change since the last report.

H.R.680, Update, Promote, and Develop America's Transportation Essentials Act of 2015

Introduced on February 3 by Congressman Earl Blumenauer (D-OR-3) with 25 (now 37) cosponsors. The bill was referred to the House Committee on Ways and Means. The bill expresses the sense of Congress that by 2024 the gas tax should be repealed and replaced with a more sustainable, stable funding source. Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to 26.3 cents per gallon in 2016, 30.3 cents per gallon in 2017, and 33.3 cents per gallon after 2017 and before 2028; (2) diesel fuel or kerosene to 32.3 cents per gallon in 2016, 36.3 cents per gallon in 2017, and 39.3 cents per gallon after 2017 and before 2027; and (3) diesel-water fuel emulsion. Delays the termination of such increased rates from the end of FY2016 to December 31, 2026. Requires an adjustment for inflation to such increased rates beginning after 2017. Increases allocations in the Mass Transit Account of the Highway Trust Fund in 2016 and 2017 and after 2017. Imposes a floor stocks tax on rate increases for gasoline, diesel fuel, and kerosene (other than aviation-grade kerosene), subject to specified exemptions for exempt uses and low-volume producers.

Status Update: three additional cosponsors added since the last report.

S.762, Innovation in Surface Transportation Act of 2015

Introduced on March 17 by Senator Roger Wicker (R-MS) with 3 cosponsors. The bill was referred to the Committee on Environment and Public Works. The bill directs the Secretary of Transportation, in coordination with state transportation departments, to establish an innovation in surface transportation program. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, freight rail providers, and local rail authorities. Requires each state (including the governor and state department of transportation) to establish an innovation in surface transportation selection panel to formulate criteria for selecting projects. Requires a state to reserve certain percentages of federal funds apportioned for the national highway performance, the highway safety improvement, the congestion mitigation and air quality improvement, surface transportation, and transportation alternatives programs in order to fund related projects under state innovative surface transportation grants. Authorizes states to reserve a certain percentage of such funds for a fiscal year to meet specific requests for project application support from eligible rural local governments.

Status Update: no change since the last report.

H.R.1620, 414 Plan Act of 2015

Introduced on March 25 by Congressman Randy Forbes (R-VA-4) with no cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. Declares that federal laws and regulations (including prevailing rate of wage requirements under the Davis-Bacon Act) shall not apply to any federal-aid highway or highway safety construction project, except those relating to: (1) the safety or durability of a highway facility, or (2) public or workplace safety. Repeals the prohibition against approval of federal-aid highway projects or regulatory actions that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless the

project or action provides for a reasonable alternative route or such a route exists. Defines "transportation alternatives" as any of the following activities when carried out as part of an authorized or funded federal-aid highway program or project, or as an independent program or project related to surface transportation for the construction, planning, and design of: (1) transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; or (2) infrastructure-related projects and systems that will provide safe routes for nondrivers, including children, older adults, and individuals with disabilities to access daily needs. Repeals the authorization for states to use certain funds for construction of pedestrian walkways and bicycle transportation facilities. Eliminates the requirement that statewide transportation plans and statewide transportation improvement programs provide for the development of accessible pedestrian walkways and bicycle transportation facilities. Expresses the sense of Congress that states, federal agencies, localities, and private stakeholders should take steps toward increased cooperation to further expedite surface transportation projects.

Status Update: no change since the last report.

S.176, W21, Water in the 21st Century Act

Introduced on January 13 by Senator Barbara Boxer (D-CA) with two cosponsors. The bill was referred to the Committee on Environment and Public Works. The House companion bill is H.R.291. Water in the 21st Century Act or W21 establishes within the Environmental Protection Agency (EPA) a WaterSense program to identify, label, and promote water efficient products, buildings, landscapes, facilities, processes, and services. This bill establishes a program to provide financial incentives for consumers to purchase and install products, buildings, landscapes, facilities, processes, and services labeled under the WaterSense program. The EPA is required to make grants to owners or operators of water systems to address any ongoing or forecasted impact of climate change on a region's water quality or quantity. The Department of the Interior may: (1) provide financial assistance to water projects in specified states, including projects for water recycling, water infrastructure, enhanced energy efficiency, desalination, and water storage and conveyance; and (2) transfer to nonfederal entities title to any reclamation projects or facility in need of rehabilitation that are authorized before enactment of this Act. The U.S. Geological Survey must establish an open water data system to advance the availability, timely distribution, and widespread use of water data and information for water management, education, research, assessment, and monitoring purposes. This bill reauthorizes through FY2020 the Water Desalination Act of 1996 and water resources research and technology institutes under the Water Resources Research Act of 1984. After receiving a request from a nonfederal sponsor, the U.S. Army Corps of Engineers must review the operation of a reservoir and, if appropriate, update the water control manual to incorporate improved weather and runoff forecasting methods. The EPA is required to develop voluntary national drought resilience guidelines relating to preparedness planning and investments for water users and providers. The U.S. Fish and Wildlife Service must prepare a salmon drought plan for California.

Status Update: no change since the last report.

H.R.291, W21, Water in the 21st Century Act

Introduced on January 14 by Congresswoman Grace Napolitano (D-CA-32) with 28 (now 31) cosponsors. The bill was referred to the Committees on Natural Resources, Energy and Commerce, Science and Transportation and Infrastructure. The Senate companion bill is S.176. Water in the 21st Century Act or W21 establishes within the Environmental Protection Agency

(EPA) a WaterSense program to identify, label, and promote water efficient products, buildings, landscapes, facilities, processes, and services. This bill establishes a program to provide financial incentives for consumers to purchase and install products, buildings, landscapes, facilities, processes, and services labeled under the WaterSense program. The EPA is required to make grants to owners or operators of water systems to address any ongoing or forecasted impact of climate change on a region's water quality or quantity. The Department of the Interior may: (1) provide financial assistance to water projects in specified states, including projects for water recycling, water infrastructure, enhanced energy efficiency, desalination, and water storage and conveyance; and (2) transfer to nonfederal entities title to any reclamation projects or facility in need of rehabilitation that are authorized before enactment of this Act. The U.S. Geological Survey must establish an open water data system to advance the availability, timely distribution, and widespread use of water data and information for water management, education, research, assessment, and monitoring purposes. This bill reauthorizes through FY2020 the Water Desalination Act of 1996 and water resources research and technology institutes under the Water Resources Research Act of 1984. After receiving a request from a nonfederal sponsor, the U.S. Army Corps of Engineers must review the operation of a reservoir and, if appropriate, update the water control manual to incorporate improved weather and runoff forecasting methods. The EPA is required to develop voluntary national drought resilience guidelines relating to preparedness planning and investments for water users and providers. The U.S. Fish and Wildlife Service must prepare a salmon drought plan for California.

Status Update: two additional cosponsors added since the last report.

H.R.499, Sustainable Water Infrastructure Investment Act of 2015

Introduced on January 22 by Congressman John Duncan (R-TN-2) with one (now 6) cosponsor. The bill was referred to the Ways and Means Committee. Amends the Internal Revenue Code to exempt from state volume caps tax-exempt facility bonds for sewage and water supply facilities

Status Update: no change since the last report.

H.R.3038, Highway and Transportation Funding Act of 2015, Part II

Introduced on July 13 by Congressman Paul Ryan (R-WI-1) with one cosponsor. The bill passed the House and was placed on Senate Legislative Calendar.

Status Update: bill added since the last report.

H.R.3064, To authorize highway infrastructure and safety, transit, motor carrier, rail, and other surface transportation programs, and for other purposes.

Introduced on July 6 by Congressman Chris Van Hollen (D-MD-8) with eight cosponsors and referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, Budget, and Rules.

Status Update: bill added since the last report.

H.R.3104, To amend the Internal Revenue Code of 1986 to reduce carbon pollution in the United States, invest in the Nation's infrastructure, and cut taxes for working Americans.

Introduced on July 16 by Congressman John B. Larson (D-CT-1) with no cosponsors and referred to the Committee on Ways and Means and Foreign Affairs.

Status Update: bill added since the last report.

S.1589, Building and Renewing Infrastructure for Development and Growth in Employment Act or the BRIDGE Act

Introduced on June 16 by Senator Mark Warner (D-VA) with ten cosponsors and referred to the Committee on Finance. Establishes the Infrastructure Financing Authority (IFA) as a wholly-owned government corporation, headed by a Chief Executive Officer and managed by a Board of Directors, which shall provide direct loans and loan guarantees to facilitate the construction, consolidation, alteration, or repair of transportation, water, and energy infrastructure projects. Requires infrastructure projects assisted under this Act to have costs reasonably anticipated to equal or exceed \$50 million (\$10 million for rural infrastructure projects). Sets forth special requirements for infrastructure projects in rural areas. Establishes an Office of Technical and Rural Assistance to: provide technical assistance to state and local governments and parties in public-private partnerships in the development and financing of eligible, including rural, infrastructure projects; and establish a regional infrastructure accelerator demonstration program. Establishes an Office of Special Inspector General to conduct, supervise, and coordinate audits and investigations of the business activities of IFA. Prohibits IFA financing of a project if: it is private or does not create a public benefit, or the loan applicant is unable to demonstrate a sufficient revenue stream. Sets forth terms for loans or loan guarantees for eligible infrastructure projects and for the repayment of such loans. Requires an annual independent audit of IFA finances. Requires the President, immediately after IFA approves financing for a proposed project, to convene a meeting of representatives of all permitting agencies to: establish a permitting timetable for the environmental review of a project, and coordinate with relevant state agencies and regional infrastructure development agencies in the review of such projects. Requires the Chief Executive Officer of IFA to: establish fees with respect to loans and loan guarantees that are sufficient to cover IFA's administrative costs; and take actions to make IFA a self-sustaining entity, with administrative and federal credit subsidy costs fully funded by fees and risk premiums on loans and loan guarantees. Amends the Internal Revenue Code to increase from \$15 billion to \$16 billion the aggregate amount of proceeds from tax-exempt facility bonds the Department of Transportation shall allocate among qualified highway or surface freight transfer facilities.

Status Update: no change since the last report.

S.1701, Infrastructure Rehabilitation Act of 2015

Introduced on June 25 by Senator Lisa Murkowski (R-AK) with no cosponsors. The bill was referred to the Committee on Environment and Public Works.

Status Update: bill added since the last report.

S.1748, A bill to provide for improved investment in national transportation infrastructure.

Introduced on July 9 by Senator Patty Murray (D-WA) with four cosponsors and referred to the Committee on Commerce, Science, and Transportation.

Status Update: bill added since the last report.

S.1680, National Multimodal Freight Policy and Investment Act

Introduced on June 25 by Senator Maria Cantwell with three cosponsors. The bill was referred to the Committee on Commerce, Science, and Transportation.

Status Update: bill added since the last report